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WALTER G. SMITH, EDITOR.

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HONOLULU STOCK EXCHANGE.

Honolulu, November 15, 1900.

NAME OF STOCK. Capital Val Bid Ask

MERCANTILE.

C. Brewer & Co. 1,000,000 100 100 100

SUGAR.

Ewa 5,000,000 20 27 1/2 28 1/2

Honolulu 1,000,000 100 100 100

Haw. Com. & Sug. Co. 2,312,750 100 100 100

Hawaiian Sugar Co. 2,000,000 100 100 100

Honolulu 2,000,000 100 100 100

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WINDS AND WAVES RULE WATERFRONT

The Doric Did Not Dare Go Out Until Daylight.

ROUGH EXPERIENCES OF THE TUGS FEARLESS AND ELEU YESTERDAY

Kona Storm to Celebrate Kalakaua's Birthday—Captain Cameron Nearly Goes to the Coast Against His Will— Yachts Are Damaged.

ALL yesterday the Kona storm raged. It is raging yet, and according to all the old weather prophets on the waterfront, it is bound to continue for three or four days. From late Wednesday night, at about the time that the Doric was booked to leave for San Francisco, right on through the day, up to the present time, the furious south-east winds prevailed and had things pretty much their own way at sea, along the shore, on the windward side of this island as well as on this side.

What tales of rough experiences incoming vessels will have to tell of the fury of wind and wave remain to be heard. It was quite rough enough in the harbor and in the channel yesterday to satisfy the most exacting lover of stormy times and it has been several years since Honolulu has been visited by such a windstorm.

As the great waves around the mouth of the channel rose to threatening heights and dashed in mighty strength over the unseen and treacherous bar, boiling and breaking and booming, dashing their spray high into the air, the old natives along the waterfront shook their heads and prophesied still rougher weather for to-day, for, they said, to-day is the birthday of the King and on every birthday of the King the winds and the waves vie with each other in producing a magnificent spectacle to his glory, an awe-inspiring scene which legend and ancient story attribute to the gods who are supposed to celebrate the birthdays of Hawaiian kings in such royal style.

To-day is the birthday of King Kalakaua; this in itself is sufficient of an explanation of the condition of the weather to the minds of the older Hawaiians. But the haole sailor thinks naught of all this as he strains every muscle and makes every effort to bring his vessel safely into the harbor through the narrow channel while the angry breakers roar and the fierce Kona rages at his heels, or attempts, with the laboring tug, to assist the ponderous ocean steamer out of the harbor on her way to open sea bound for the Coast.

To look at the breakers from the waterfront, it seemed that there was no mouth to the channel at all. It seemed rather that one continuous line of towering water and boiling foam guarded the harbor, unwilling to allow the entrance or exit of any vessels.

Buoys were torn from their moorings and sent wandering through the shallow waters that hid the coral reefs, vessels lying at anchor in naval row tugged threateningly at their hawsers as if anxious to make a sudden dash for the wharfs, small sailing craft, rowboats and pleasure boats of all descriptions were tossed hither and thither on the restless, choppy surface of the waters of the harbor.

None dared venture outside either on pleasure bent or for business purposes. Japanese fishing boats lay safely sheltered from the storm behind the boat-houses.

Several little yachts have been seriously damaged as a result of being badly pounded in a general mixup near the boat-houses during the dark hours of yesterday morning while the storm was at its height. A pilot boat was also a sufferer and a couple of the boat boys were slightly battered into the bargain.

The steamship Doric, which arrived from the Orient Wednesday morning, thirty-six hours behind time on account of the storm, and which was booked to leave at 11 o'clock the same night for San Francisco, remained in port until 6:30 o'clock yesterday morning. Captain Smith refused to take his vessel out while the storm was raging, very wisely deciding to wait until daylight so that he could see what he was doing. When daylight came the Doric was all ready for sea. The tug Eleu was on hand to pull her away from the wharf. But the Eleu reckoned without the power of the wind.

The wind simply gazed the great bulk of the Doric to the Pacific Mall wharf and kept her there despite the vigorous and continued efforts of the Eleu.

Finding that the strength of the Doric was not sufficient to move the Eleu, the Fearless was called upon to do the business. The powerful sea-going tug took hold of the big liner, gave a long pull and a strong pull and finally succeeded in shifting the Doric from the wharf. The Doric got her nose pointed

with the wind, and picking up Pilot Cameron, started through the channel. She had to be very careful and those on shore watched her progress with great interest. She got outside without any trouble but lost the pilotboat, which was trailing along behind, just before the mouth of the channel was reached. It seems that the line holding the pilot boat was suddenly lost astern after crushing up against the iron side of the big vessel. One side of the pilot boat was badly injured and two of the boys were slightly bruised by being thrown around in the boat. The injury to the boat was not serious enough to make her take water to any extent and at first the boys were for going outside the harbor after the Doric to get Captain Cameron who had been left aboard. This was found to be impossible, however, on account of the tremendous waves which were rushing into the channel and mingling with the breakers on the reef until the mouth of the channel and the reef seemed to be one. So the pilot boat was compelled to put back and the pilot was left aboard the Doric to take a trip to San Francisco unless he was taken off by one of the tugs.

The captain of the Doric did not realize that the pilot boat had been lost until the steamer was outside of the harbor headed for the open sea. Then the pilot made known his desire to go ashore, looked for his boat and found it gone. The Doric was headed back towards the mouth of the channel and a signal for a tug to go out immediately was hoisted. The Eleu, seeing the signal started right away for the Doric, thinking that something had happened to her machinery or that the vessel had perhaps gone onto the reef.

The intentions of the Eleu were all right but she is not a sea-going tug and when she started to buck against the great waves and the fierce winds it was plainly seen that, if she succeeded in getting to the Doric at all, she would have an exceedingly rough time of it. She started out bravely enough but hardly had she gotten to the middle of the channel before the full force of the storm struck her. First she stood on her stern, it seemed as if the waters pushed her bows out of the water, then the next moment it seemed that she was trying to dive beneath the surface of the ocean as she practically stood upon her head and shook the water from her after deck. This, at first, merely amused the people who were watching on the waterfront, but when a little later it was seen that the Eleu was being pounded by tons and tons of water which fell upon her decks and

(Continued on Page 5.)

HORSE NEARLY KILLED BY A LIVE WIRE LAST NIGHT

FALLEN electric light and telephone wires at the corner of Liliha and School streets almost electrocuted a hack horse belonging to driver Harub, of hack 236 last night at 9 o'clock. A Chinese store was almost set on fire and a series of accidents were averted by the prompt and heroic action of the police and several citizens.

Ed. McNerny while walking toward Nuuanu street on School street discovered that a large algaroba tree had fallen across the street, carrying with it several wires. A hack was coming behind him, the driver evidently not knowing the danger. Mr. McNerny shouted to him to drive on the left hand side of the street. At the time he saw that a telephone pole had also fallen and its wires were entangled with those of the Government electric light. The telephone wires were not touching the electric light wires at that time and Mr. McNerny lifted them so that the horse and hack could pass under. Instead of obeying his injunction the driver went to the right and was about 4 feet away when he saw sparks flying and spitting from the iron shoes of the horse. The horse fell down apparently dead.

A telephone message was sent to the Police Station for assistance. Deputy Sheriff Chillingworth, Captain Fox and an officer went to the scene and found Mr. McNerny trying to cut the telephone wires with a hatchet. The officers prevailed upon him to stop his dangerous action as there was a short circuit with a heavy voltage which would have killed a man had it made the journey through him. The electric light company was telephoned and asked to shut off that current in that circuit.

Superintendent Cochran of the telephone company responded to a call and rendered valuable assistance in disentangling the wires. Mr. McNerny procured a pair of insulated pliers and cut the wires around the horse and freed him from further contact with the electricity. Superintendent Cochran managed to clear the telephone wires from those of the electric company by throwing a rope over them and pulling them away. In doing this one of the wires dropped down upon the curved iron roof of a Chinese store and the entire neighborhood was treated to a brilliant display of pyrotechnics. The street was lighted up by a glare as great as a dozen arc lamps could have given.

After getting this wire clear Deputy Sheriff Chillingworth feared that the store might have caught fire. After repeated knockings on the door the latter was broken down. An investigation of the interior of the front portion showed that nothing had taken fire. They went to the rear and knocked several times and smashed in two doors in their quest and found the front portion of the building destroyed by the terrible noise about him. When awakened he caught sight of the police star on Chillingworth's breast and made no protest against the breaking of his shutters and mildly proceeded to patch up the shattered doors.

Mr. McNerny, who was called by telephone and after working upon the apparently livelier animal and selecting drugs into him, he finally got him to his feet. The horse staggered and gasped and finally became quite docile.

STORM ABATING.

The wind died down about midnight although the sea continued to be exceedingly rough. It is thought that the severe storm which has been raging for the past few days has about blown itself out.

crushed against the upper works until they threatened to be washed overboard, the matter was indeed a serious one and the movements of the tug were anxiously watched.

At times nothing was to be seen of the Eleu but her smokestack. The great waves swept her decks from stem to stern and burst into the captain's room, drenching his belongings. Her pilot captain kept on the one-sided fight with the elements, however, until it was impossible for him to take his tug any further out. The Eleu would not answer her helm and was in great danger of going on the reef. There was nothing for it but to turn back, and this was finally managed, and the Eleu came plunging on her homeward way with the wind roaring at her heels, and every man aboard drenched to the skin, and a good amount of water in her hold.

Meanwhile the pilot was still aboard the Doric and had to be brought ashore. Then the Fearless started out. It was a test of strength and seaworthiness, and Captain Brokaw of the Fearless fully realized this fact. But he had the greatest confidence in his boat and started to the Doric, determined to come back with the pilot or to stay outside himself. If the Fearless had been satisfied to go out slowly she would probably have managed it without taking much water aboard, but she was in a hurry, for it must be remembered that it was not yet known why the Doric had signalled for a tug. Captain Brokaw did not know, but what the Doric was in some great danger and needed his assistance at once. So the Fearless forged ahead at full speed, taking sea after sea aboard. The water piled up against her bow and broke all over her decks and, in breaking, the wind took the spray and tossed it all over the tug until nothing could be seen of her except the top of her smokestack. The Fearless took aboard just as much water as the Eleu but she was better able to stand it, and although her upper works were buffeted by the heavy seas, she went through it all right and finally arrived within a safe distance of the waiting Doric.

The captain of the Doric wanted Brokaw to take his tug right along side the Doric so that the pilot could get aboard by the rope ladder. Captain Brokaw knew better than that, however, for to have taken the Fearless alongside the big steamer in the sea that was running at the time would have been to smash a hole in the side of the Doric.

So the tug lay to while a boat was lowered from the Doric and the pilot was sent aboard the Fearless. Then the Doric stood out to sea and the Fearless returned to her wharf triumphantly, with Captain Cameron aboard, who had come very near taking a trip to San Francisco.

In the small hours of yesterday morning there was a great tangling up among the little yachts lying at anchor near the boat-houses. They were blown together, badly mixed up, banging one against the other, and injuring one another more or less seriously. Young's steam launch, the Water Witch, was driven ashore, and the Bonnie Dundee was almost chewed up by the pounding which she received while lying across the bows of two other yachts. Yesterday the Bonnie Dundee was moved over to the Navy wharf and made fast to one of the coal barges. La Paloma was damaged considerably, and will need extensive repairs.

The young brothers, who live right next to the boat-houses, were up right Wednesday night trying to save the little yachts from breaking each other up. One of them swam out to one of the yachts and took her to a place of safety; they also rescued Young's steam launch from the beach, where it was in danger of going to pieces as it was being bumped up and down with no gentle force.

WIRELESS TELEGRAPH A SUCCESS AT LAST

Messages Are Sent From This Island Over to Molokai.

HONORS FOR EXPERT GRAY

Experiments Yesterday Proved System was Allright.

(From Wednesday's Daily.)

YOU can say to all the world that the wireless telegraph system in the Hawaiian Islands is an unqualified success," said Manager F. J. Cross of the company to an Advertiser representative last night. "Between Kaimuki and Molokai absolute communication by the wireless telegraph has been established."

Manager Cross wore a smile of triumph last evening. After months of struggling with the mysterious forces which Signor Marconi discovered and meeting with skepticism at every hand of late, he has the satisfaction of knowing that his efforts have been crowned with success.

Not only has the wireless communication been established between the islands of Oahu and Molokai, but the rest of the Islands—Maui, Lanai and Hawaii are linked by the mysterious electrical waves which will make it possible for all to put themselves in communication with their friends hundreds of miles away in very short time.

On Monday afternoon Expert-in-Chief Gray and his assistants were flying a kite from a wagon at Waihalae. A set of wireless telegraph instruments were in the wagon. The kite was provided with a wire point. Mr. Gray was endeavoring to put the kite wire and the station at Kaimuki, not far distant into active communication with each other.

Suddenly the delicate instrument began to tick. At last success was at hand. The paper reel began to move under the needle automatically and the written character of the Morse Continental code began to appear before the straining eyes of the expert and his assistants. Gradually the characters were formed and as the period was ticked off, Mr. Gray read:

"I have received your last six messages."

Expert Gray thought it was his assistant, Mr. Pletts, who is in charge of the Kaimuki instrument. He placed his fingers on the sending key and inquired if Pletts was sending the message. Mr. Pletts replied "No, I think it is Hobbs."

Mr. Hobbs was in attendance on the Molokai instrument near Lae o ka Laau point. Mr. Gray directed his energies to attracting the attention of the Molokai instrument, and at 4:30 p. m. back came the message from Hobbs and the wireless telegraph had come to stay.

Then the little instrument began ticking its message in dots and dashes on the thin, narrow strip of paper which slowly unreeled from the big spool. All was quiet. The experts knew the code and read the characters off at a glance. Foot after foot of the paper was reeled off automatically, dots and dashes intermingling in an apparently unbreakable string.

Six feet or more had been printed when a final period was recorded and the instrument stopped. The expert tore off the six feet of paper and with pencil filled in the letters designated by the cabalistic characters. When he had concluded the message was a ludicrous one.

Expert Hobbs is a humorist. Despite the serious situation brought about by the success of one of the most marvelous inventions of the 19th century, yet the very first authentic message flashed through the air from Molokai to Oahu was a funny one, occasioned by Mr. Hobbs' experiences with Manager Cross' Chinese cook. The message was directed to Mrs. Cross and read:

"To Mrs. Cross: Kindly kill Ah Sam for me because he did not pack up that small box nor the tin opener. My congratulations on your getting the first Molokai-Kaimuki wireless message."

"T. E. HOBBS."

Thus the Molokai channel, more than forty miles wide, was bridged in five seconds for the replies were made within that short space of time.

Manager Cross was informed as quickly as possible of the results of the experiments with the kite and the Kaimuki station and preparations were made for the second test which took place yesterday morning. Among those present when the test was made were Mr. Cross, Manager Cross, Mr. Hobbs, Mr. Pletts and Mr. W. B. Farrington, secretary of the Wireless Telegraph Company.

Mr. Gray opened up the instrument and sent the call for the Molokai station. A wait of a minute or two passed

and he called again: Within fifteen seconds a reply came from Expert Hobbs. The time was taken by Mr. Farrington, who, watch in hand, waited for the responsive ticking in the receiver. The message read:

"Who are you, and how are you?"

This was the first time Manager Cross had heard the Kaimuki instrument in connection with the one across the channel, and he became an enthusiastic as a boy. He threw his hat in the air and demonstrated his pleasure by allowing a smile to lighten up his worried features, for months of unsuccessful attempts to make the system work have worried him.

A return message was sent to Mr. Hobbs telling him that the Kaimuki station was "talking," and telling him who were in attendance.

"Good morning to Mr. and Mrs. Cross," was the distinct answer read on the white tape. It continued: "Send me 200 feet of two and one-half inch by steamer leaving this afternoon." Thus it was established that the wireless telegraph was not a toy or an amusement, but had a commercial value beyond computation.

Expert Gray states in explanation of the successful tests that the heavy rains of the past month have caused the entire Kaimuki district to become damp, thus giving the wires a wet grounding place, and accounting for the present success. Despite this he says it would never do to leave the pole and instrument in its present location. He told Mr. Cross that it should be moved down near the seaside so that in either the dry or wet season the ground wires will not be affected. By being established near the water the wires will always be grounded in a damp place. All the other stations have sea-grounding connections.

Another important change will also occur in the stations elsewhere. At present, for instance, there are three poles—one on Oahu, one on Molokai, and a third on Lanai. "Suppose," says Mr. Cross, "that Oahu and Lanai both commence talking at the same time the messages will become jammed on the Molokai instrument and messages cannot be successfully recorded."

Mr. Gray believes that two poles on each island should be erected, these to be connected by telegraph wires on separate instruments. The system complete would be as follows: One station at Waihalae, Oahu, which would connect with a pole on windward Molokai, thence a telegraph wire would connect it with a pole on the other side of Molokai. A jump would be made to a pole on the near side of Maui, thence a jump to the pole at Mahuana, Hawaii. This would cut Lanai out of the system altogether, for it is not essential to the system, either commercially or scientifically. The system which we had already adopted, however, made it imperative to use Lanai.

With the new system suggested by Mr. Gray which will be put into operation, messages can be sent by wireless telegraph from one channel station to the other without fear of breaking into a message from the other side. The overland telegraph wire will take care of the messages between the channel stations. The messages will go straight to their proper destinations, for the first pole away from the transmitting instrument will intercept them. This will delay the sending of regular messages, but once established, will facilitate the business very much."

A telegraph line will be run from Waihalae to Mr. Cross' office, where Mr. Hitebeck will attend to the telegraph key, and receive messages from all comers.

THE STORM ON RAILWAY

Part of Track Washed Away Near Keaau.

Waihalae and all the section of the Oahu Railway beyond Waihalae were cut off from the section on this side by a severe washout which occurred early yesterday morning. The storm which broke over Honolulu during the night was felt all along the Oahu coast and at Waihalae was probably more severe than at any other point on the island.

Information was received at the headquarters of the railroad that the track had been washed away beyond Waihalae. A work-train was immediately despatched to the scene to put the damaged track in repair. The greater damage occurred to the track which runs over a level sandy tract at McAndrews' place near Keaau.

All along the road traffic was delayed and special trains were sent out early to assist in bringing in the passengers from various points to Honolulu. A special passenger train was sent to Ewa early in the morning to bring in the passengers. At that time it was not known that so much damage had resulted to the track further down the line.

The Kaimuki working crew discovered that a portion of the track was missing and a telephone message was at once sent to headquarters. Passengers will have to be transferred from one train to another in order to reach Honolulu or Waipaho. Guess Editha who sent a letter at Waihalae last evening may be delayed in returning to the city with the damage repaired. The steam train will be made to put the track in condition for regular traffic.

TIDES, SUN AND MOON.

Session Plans—Morning session—Twenty-five Oahu, paid up, \$14.50; 10 Honolulu \$10; 20 O. R. & L. Co. \$10; 20 McBryde, assessable, \$6.50; 25 do. \$6.75. Afternoon session—Twenty-five Kihel, assessable, \$14; 15 do. \$14.50; 5 Kihel, paid up, \$15; 5 Waihalae \$15.50.

Between boards—Twenty Honolulu \$10; 20 McBryde, paid up, \$13.

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